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1858

PROCEEDINGS

OF THE

STOCKHOLDERS

OF THE

Wilmington & Weldon R. R. Co.,

AT THEIR

TWENTY-THIRD ANNUAL MEETING,

HELD AT

WILMINGTON, NORTH CAROLINA,

NOVEMBER 11TH 1858;

WITH THE

REPORTS OF THE PRESIDENT AND DIRECTORS,

AND THE

ENGINEER AND SUPERINTENDENT.

WILMINGTON, N. C.:

FULTON & PRICE, STEAM PRINTERS.
1858.

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OFFICERS FOR 1858-'9.

ADMINISTRATIVE OFFICERS.

PRESIDENT:

Hon. WM. S. ASHE.

BOARD OF DIRECTORS ON THE PART OF INDIVIDUAL STOCKHOLDERS:

P. K. DICKINSON,
A. J. DEROSSETT, Jr.,
J. D. BELLAMY,

W. W. PEIRCE.

E. P. HALL,
GILBERT POTTER,
W. C. BETTENCOURT,

ON THE PART OF THE STATE:

L. H. B. WHITAKER, WM. A. WRIGHT, W. K. LANE.

JAMES S. GREEN, *Secretary and Treasurer.*

S. D. WALLACE, *Assistant Sec'y & Gen'l Ticket Agent.*

EXECUTIVE OFFICERS:

S. L. FREMONT, *Engineer and Superintendent.*

JAS. G. GREEN, *Depot Agent and Yard Master.*

J. W. THOMPSON, *Gen'l Freight & Transportation Agent.*

FRANCIS McMILLAN, *Master Machinist.*

JOHN CRONE, *Road Master.*

14393

LIST OF STOCKHOLDERS.

NAMES.	RESIDENCE.	NO. OF SHARES.
Alex. Anderson, Est., A. Lazarus Administrator,..	Wilmington, “	1 50
Alex. Anderson, Est.,.....	Westbrook's, Norfolk, Va.,	12 2
Sophia Andres,.....	Westbrook's,	8
Anderson & Goodrich,.....	Wilmington,	30
Mary Andres,.....	“	3
T. J. Armstrong,.....	Nashville, Chapel Hill,	10 22
Mary Allen,.....	Halifax, Hillsboro',	1 8
John Arrington,.....	Wilmington,	20
Anny L. Ashe,.....	“	2
Henry Aaron,.....	Christian Eels, Jas. A. Bradley, Trustee,.....	5
Eugenia Albia,.....	Wilmington,	40
Wm. S. Ashe,.....	“	5
R. H. Austin,.....	Savannah, Geo.,	33
Eliza C. Bradley,.....	Wilmington,	1
Willie Bradley,.....	Tawboro',	8
W. W. Brickell,.....	Halifax,	4
S. W. Branch,.....	“	2
W. S. Baker,.....	Tawboro',	24
David G. Baker, W. S. Baker, Trustee,.....	“	1
Dan'l B. Baker,.....	Wilmington,	23
Polly Pitt, W. S. Baker, Trust.	“	2
John E. Baker,.....	“	2
Jesse Baker, Wm. S. Baker, Trustee,.....	“	2
Eloney Baker,.....	“	5
Robt. W. Brown, Est.,.....	“	10
John P. Brown,.....	New York,	23
Mary Ann Brown,.....	Littleton Dep., R. & G. R. R.	1
Margaret Brown,.....	Wilmington,	8
H. F. Bond,.....	Raleigh,	5
James Bond,.....	“	5
Hugh B. Bryant,.....	Tawboro',	9
Nancy Bryant,.....	“	8

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
P. A. E. Bryant,	Tawboro',	2
Joseph Bryant,	"	3
Elias Bryan,	Pittsboro',	20
John D. Bellamy,	Wilmington,	52
John T. Bellamy,	Halifax County,	18
Daniel Bowden,	Bowden's,	1
B. Blossom & Son,	Wilmington,	10
Wm. H. Beatty,	Fayetteville,	10
Jas. W. Batchelor,	Enfield,	1
L. W. Batchelor,	"	3
Robt. Bridges,	Tawboro',	2
Jas. J. Biggs,	Raleigh,	5
Wm. S. Battle,	Rocky Mount.	40
William H. Battle,	Chapel Hill,	28
Mary P. Battle,	"	5
Mary E. Battle,	Rocky Mount,	35
Martha A. Battle,	Raleigh,	34
Penelope B. Battle,	Rocky Mount,	35
Margaret Batts,	Joyner's,	1
Thomas G. Broughton,	Norfolk, Va.,	1
Caleb Bonsal,	" "	5
A. Braswell,	Rocky Mount,	5
William T. Braswell,	"	5
Maria A. Borden,	Goldsboro',	5
John E. Becton,	"	2½
William C. Bettencourt,	Wilmington,	21
David Barlow,	Tawboro',	10
Jacob S. Barnes,	"	2
William Barnes, Jr.,	"	3
Burket Barnes,	"	1
Edwin Barnes,	"	2
Joshua K. Bullock,	"	5
D. W. Bullock,	"	10
C. W. Bizzell,	Everittsville,	1
E. C. Boddie,	Nashville,	5
A. Bilisoly,	Portsmouth, Va.,	3
Henry Buff,	Norfolk,	"
Thomas A. Bain,	Portsmouth,	1
H. C. Bell,	" "	1
Overton Bernard,	" "	1
George Blow,	" "	12
Joseph Bourke,	Norfolk,	1

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES
John Barfield, Est.,.....	Goldsboro',	5
Turner Bynum,.....	Wilson,	10
Nathan Brogden,.....	Goldsboro',	3
John Beaven,.....	Enfield,	5
Samuel A. Baker, Est.,.....	Wilmington,	5
Joseph A. Bilisoly,.....	Portsmouth, Va.,	3
Julia A. Bunting,.....		2
Turner W. Battle,.....	Rocky Mount,	40
M. C. Coffield,.....	Halifax,	1
S. W. Coffield,	"	1
M. K. Crawford,.....	Goldsboro',	3
J. C. Crawford, Jr.,.....	"	4
Ann E. Crawford,.....	"	4
Silas Cox,.....	"	1
Sanders Cox,.....	"	2
Micajah Cox,.....	"	10
Calvin L. Cole,.....		10
A. S. Cotten,.....		1
Ann J. Cummings,.....	Westbrooks, Bladen Co.,	8
W. J. Cromartie,.....	Gravelly Hill,	7
Wm. K. Cromartie,.....	"	3
Luther Cromartie,.....	"	10
Ann Cromartie,.....	"	4
Peter Cromartie,.....	"	20
Thomas Cowan,.....	Wilmington,	20
Thomas M. Crowell,.....	Halifax,	5
John W. Cotten,.....	Tawboro',	5
Cocke & Bro.,.....	Portsmouth, Va.,	1
Charles L. Cocke,.....	" "	1
John Cocke,.....	" "	4
Cocke & Hatton,.....	" "	1
Mary Cruse,.....	Wilmington,	11
H. T. Clarke,.....	Tawboro',	24
Mordecai Cooke,.....	Norfolk, Va.,	2
Esther Coxeter,.....	Wilmington,	3
James Cassidey,.....	"	105
Lott Croom,.....	South Washington,	5
Wm. Carraway, Guardian,.....	Dudley's Depot,	2
William Carraway,.....	" "	10
R. H. Chamberlaine,.....	Norfolk, Va.,	5
James Carr,.....	Kenansville,	5
L. R. Cherry,.....	Enfield,	10

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
William Crook,.....	Wilmington,	10
G. W. Collier,.....	Goldsboro',	10
William D. Cobb,.....	"	30
John Coley,.....	Unknown,	3
William S. Camp,.....	"	2
L. M. Conyers,.....	"	2
Blount Cooper,.....	"	1
Edw. B. Dudley, Est.,.....	Wilmington,	17
Jane A. Dudley,.....	"	83
C. H. Dudley,.....	"	45
P. K. Dickinson,.....	"	100
A. J. DeRosset,.....	"	25
A. J. DeRosset, Jr.,.....	"	98
John H. Daniel,.....	Halifax,	1
Zylpha Daniel,.....	"	1
Wm. A. Daniel, Guardian,.	"	10
Wm. A. Daniel, Guardian		
Jas. J. Daniel,.....	"	10
Wm. A. Daniel, Guardian		
Sallie Daniel,.....	"	10
John S. Dancy,.....	Tawboro',	2
John C. Devane,.... .	Harrell's Store,	5
William T. Dortch,.....	Goldsboro',	25
Thomas C. Dixon,.....	Norfolk, Va.,	1
William F. Dancy,.....	Goldsboro',	5
Richmond Dozier,.....	Tawboro',	5
R. B. Drane,.....	Wilmington,	25
R. Daughtry,.....	Rocky Mount,	3
Margaret W. Davis,.....	Halifax,	5
DePeyster & Goodhue, Gdn's	New York,	15
DePeyster & Goodhue, Trus-		
tees,.....	"	96
DeRosset & Brown,.....	Wilmington,	16
Justice G. Daniel,.....	Halifax,	1
John Dawson,.....	Wilmington,	6
W. W. Daniel, Jr.,.....	Unknown,	2
Robert Edens, Est.,.....	Wilmington,	20
Sarah Edens,.....	"	5
C. D. Ellis,.....	"	25
Jno. G. Elliott,.....	Faison's,	3
John Everett,.....	Goldsboro',	20
James Ellinor,.....	Rocky Mount,	2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES
Arthur Emmerson, Adm'r.		
A. Emmerson, deceased, ..	Portsmouth, Va.,	5
Benjamin Edmunds,	Enfield,	10
Bond English,	Wilmington,	10
William E. Eure,	Halifax,	4
William B. Edmondson,	Goldsboro',	5
Edmondson & Borden,	"	4
William T. Ellinor,	Rocky Mount,	2
Arthur Emmerson,	Portsmouth, Va.,	2
George R. French,	Wilmington,	30
Daniel Fergus,	"	12
Samuel Frink,	"	35
Lorenzo Frink,	"	13
Samuel F. Frink,	"	10
Owen Fennel,	Harrell's Store,	5
John M. Fennell,	" "	4
D. K. Futch,	Wilmington,	20
Ferguson & Milhado,	Norfolk, Va.,	2
Michael Ferral,	Halifax,	118
Elias Faison,	Faison's,	30
M. J. Faison, Trustee M. A.		
Dougald,	Clinton,	4
M. J. Faison, Trustee E. L.		
Faison,	"	3
F. J. Faison,	Warsaw,	3
Abner M. Faison,	"	3
William A. Faison,	"	3
Matthew J. Faison,	Clinton,	4
Wm. A. Faison, Guard. S. E.,		
Wm. J. and Ann M. O.		
Rhodes,	Warsaw,	4
Walter Farmer,	Wilson,	1
Moses Farmer,	"	1
Samuel B. Farmer,	"	1
Gerusha Farmer,	"	1
L. D. Farmer,	"	1
Joseph H. Flanner,	Wilmington,	5
Bennett Flanner,	"	20
O. L. Fillyaw,	"	12
Benjamin H. Field,	New York,	20
S. L. Fremont,	Wilmington,	20
B. C. Gillett, Est.,	"	5

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Samuel P. Gause,.....	Wilmington,	7
John R. Gary,.....	Weldon,	1
George G. Gary,.....	"	1
George W. Gary,.....	"	3
R. B. Gary,.....	"	1
Joseph M. Gillespie,.....	Kenansville,	2
John B. Griswold,.....	Goldsboro',	3
William B. Giles,.....	Savannah, Ga.,	17
Walter Gwynn,.....	Columbia, S. C.,	35
John Greer,.....	Kenansville,	1
J. D. Gardner,.....	Wilmington,	5
David Godwin, Est.,.....	Smithville,	15
Susan H. Green,.....	Goldsboro',	2
R. J. Gregory,.....	"	3
Elisha Gamage,.....	Norfolk, Va.,	5
Chauncey W. Graham,.....	Kenansville,	4
Edward P. Hall,.....	Wilmington,	180
Eli W. Hall,.....	"	5
Willis Hall, Est.,.....	"	160
William Hunter, Guardian,	Halifax,	18
William Hunter,.....	"	19
Benjamin Hunter,.....	"	32
Thomas C. Hunter,.....	"	13
Henry Hunter,.....	"	1
Hodges & Baker,.....	Norfolk, Va.,	6
Joel Hines,.....	Marlboro',	1
B. L. Hoskins,.....	Battleboro',	5
Theo. Huggins, Est.,.....	Wilmington,	5
M. P. Harriss,.....	"	12
William W. Harriss,.....	"	10
George Harriss,.....	"	3
A. C. Harriss,.....	Enfield,	2
Richard J. Harriss,.....	"	14
H. H. Hardy, Guardian Wil-		
lie R. Hill,.....	Unknown,	12
Lewis Haile,.....	Halifax County,	2
N. M. Hill,.....	Wilmington,	25
F. J. Hill,.....	"	30
William L. Hill,.....	Warsaw,	30
C. D. Hill,.....	"	10
William E. Hill,.....	"	10
Sarah J. Hill,.....		5

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Josh. L. Horner,.....	Halifax,	1
Jos. R. Hatch,.....	Goldsboro',	2
Margaret J. Halliday,.....	Halifax,	23
Hardy & Bros,.....	Norfolk, Va.,	10
Henry H. Hodges,.....	Faison's,	1
Hathaway & Peckham,.....	Wilmington,	5
Britton Hood,.....	Goldsboro',	3
Catharine Hood,.....	"	4
John R. Hood,.....	"	3
Eliza Holloman,.....	"	3
F. H. Hooks,	"	4 $\frac{1}{2}$
John J. Hooks,.....	"	4
N. T. Harriss,.....	Westbrooks, Bladen Co.,	3
Richard Hines, Est,.....	Raleigh,	10
Jane F. Haywood,.....	"	21
J. & J. L. Hathaway & Co.,	Wilmington,	35
Spencer L. Hart,.....	Tawboro',	3
Benjamin J. Hart,.....	"	3
Almon Hart,.....	"	3
William L. Hart,.....	"	3
Ellen Hart,.....	"	2
Ann Maria Hooks,.....		6
William M. Hansley,.....	Wilmington,	1
Thomas Hollowell,.....	Goldsboro',	5
T. T. Hollowell,.....	"	1
Julia A. Hooker,.....	Hillsboro',	8
O. Hooker,.....	"	9
Roscoe Hooker,.....	Louisburg,	8
John B. Hussey,.....	Kenansville,	10
James H. Hicks,.....	Faison's,	30
Hyatt, McBurney & Co.,.....	Charleston, S. C.,	10
Benjamin Hurdle,.....	Smithfield,	2
David C. Howard,.....	Tawboro',	1
Albert R. Hicks,.....	Faison's,	10
Eliza R. Hill,.....	Wilmington,	8
F. J. Hill, Jr,.....	"	14
Richard B. Hill,.....	"	13
Wm. Hill, Guardian Thomas Hill,.....	Ringwood,	18
Wm. Hill, Guardian Eliza Hill,.....	"	12
Wm. Hill,.....	"	14

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Henry N. Howard,.....		5
James W. Johnston,.....	Tawboro',	1
James H. Johnston,.....	Norfolk, Va.,	5
Benj. Johnston,.....	Ringwood,	9
Isaac James,.....	"	1
Willie W. Jones,.....		1
Maria Jones,.....	Littleton Depot,	5
Frances Jones,.....		9
Alfred Joyner,.....	Wilmington,	1
Moses Joyner,.....	Tawboro',	2
Wm. D. Joyner,.....	Wilmington,	10
Joab Jenkins,.....	Tawboro',	1
Samuel P. Jenkins,.....	"	5
Charles H. Jenkins,.....	"	1
James F. Jenkins,.....	"	6
Richard B. Jewett,.....		1
R. W. Johnston, Estate,...	Wilmington,	40
Henry Joyner,.....		1
James Kerr,.....	Harrell's Store,	5
Benj. F. Knight,.....	Tawboro',	5
Jesse C. Knight,.....	"	5
Thomas Kennedy,.....	Goldsboro',	15
C. W. Killebrew,.....	Tawboro',	1
G. W. Killebrew,.....	"	1
William T. Kirby,.....	Clinton,	9
E. V. Kelley,.....	Wilmington,	3
Daniel Kornegay,.....	Goldsboro',	15
John Kennedy,.....	"	10
Coffield King,.....	Tawboro',	5
Thomas J. Kinnear,.....	Kenansville,	2
Ladies Benevolent Society...	Wilmington,	12
Ellen Lazarus,.....	Raleigh,	32
Aaron M. Lamb,.....		5
Julia Lazarus,.....	"	39
Maria C. Lazarus,.....	Charleston, S. C.	32
R. A. Lazarus,.....	"	32
Gershon Lazarus,.....	"	32
Levin Lane,.....	Wilmington,	49
William K. Lane,.....	Goldsboro',	49
Joshua L. Lyon,.....	Enfield,	6
John J. Lane,.....	Tawboro',	1
Matthew Lawton,.....	Wilmington,	10

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Joseph Lawton,.....	Wilmington,	5
William C. Lord,.....		10
Haynes Lord,.....	New York,	1
Edward Love,.....	Florida,	10
Lucy S. Lewis,.....	Tawboro',	1
John W. Lewis,.....	"	10
Josiah Lawrence,.....	"	3
Z. Latimer,.....	Wilmington,	45
W. W. Lamb,.....	Tawboro',	2
M. London,.....	Wilmington,	1
John D. Love,.....	"	2
Samuel Langdon,.....	Smithville,	1
K. H. Lewis,.....	Tawboro',	35
Thomas D. Lawrence,.....	"	4
James H. Lawrence,.....	"	1
N. M. Long,.....	Weldon,	1
John A. Green, Est.,.....		8
F. S. Marshal,.....		1
C. B. Miller,.....	Wilmington,	54
J. S. Murphy,.....	"	21
Patrick Murphy,.....	Taylor's Bridge,	40
Catharine G. Meares, Ex'x ,	Wilmington,	65
Gaston Meares,.....	New York,	5
William B. Meares,.....	Wilmington,	5
Alexander McIver, Est.,.....	Carthage,	10
Charles W. Murphy,.....	Moore's Creek,	2
Hanson F. Murphy,.....	Teachey's,	4
John H. Murphy,.....	Long Creek,	2
Arthur Morgan,.....		25
John B. Mercer,.....	Tawboro',	1
Evander McIver,.....	Carthage,	15
Colin McRae,.....	Rockfish, Cumberland co.	5
Donald McRae,.....	Wilmington,	7
John C. McRae,.....	"	13
Archibald McRae,.....	"	22
Alexander McRae,.....	"	45
Henry McRae,.....	"	1
John McRae,.....	"	90
Caroline McRae,.....	"	10
Robert M. McRacken,.....	Whiteville,	40
Henry Martindale,.....	Wilmington,	10
B. F. Moore,.....	Raleigh,	40

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Ellen T. Moore,.....	Raleigh,	1
A. L. Moore,.....	Moore's Creek,	1
James P. Moore,.....	" "	7
George J. Moore,.....	" "	1
Joseph Marble,.....	Wilmington,	10
John R. Manly,.....	Raleigh,	1
Myer Myers,.....	Norfolk, Va.,	5
Barbara McKinnie,.....	Goldsboro',	5
A. B. McCaleb,.....		4
P. McDowell,.....	Elizabethtown,	10
T. D. McDowell,.....	"	10
John A. McDowell,.....	"	5
Thomas N. Mercer,.....	Tawboro',	1
John Mercer,.....	"	10
William F. Mercer,.....	"	1
D. V. Mercer,.....	"	1
John McMillan, Jr.,.....	Elizabethtown,	10
Jemima Middleton,.....	Warsaw,	2
R. M. Middleton,.....	Kenansville,	2
David McDaniel,.....	Rocky Mount,	1
Thomas Mayo,.....	Tawboro',	5
Thomas L. Maner,.....	Battleboro',	5
N. H. Murphy,.....	Moore's Creek,	3
M. C. Nixon,.....	Wilmington,	20
N. N. Nixon,.....	"	60
Henry Nutt,.....	"	50
Isaac Northrop,.....	"	20
Elijah K. Neville,.....	Halifax,	1
John Norfleet,.....	Tawboro',	1
Robert Norfleet,.....	"	10
Charles E. Neale,.....	"	2
Jesse P. Neville,.....	"	6
James Owen,.....	Wilmington,	10
J. C. Oates,.....	Warsaw,	1
Thomas Ousby,.....	Halifax,	6
William C. Ousby,.....	"	1
James L. Ousby,.....	"	1
Willie M. Person,.....	"	5
Henry Pope,.....	Goldsboro',	2
Rosa Pope,.....	"	2
K. C. Pope,.....	Rocky Mount,	1
Elijah Pope,.....	" "	2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
George P. Pope,.....	Rocky Mount,	2
Bennett P. Pitt,.....	Tawboro',	1
Joab P. Pitt,.....	"	16
William Pitt,.....	"	1
Moses Pitt,.....	"	1
John W. Pitt,.....	"	1
John Proctor,.....		1
Thomas R. Purnell, Estate,.....	Wilmington,	20
E. A. Purnell,.....	"	40
M. T. Ponton,.....	Weldon,	3
Gilbert Potter,.....	Wilmington,	604
Rosa Ann Pittman,.....	Apalachicola, Fla.,	25
O. P. Pittman,.....	Tawboro',	4
B. T. Pittman,.....	"	4
Mary A. S. Pittman,.....	"	4
R. G. Pittman,.....	"	5
W. D. Pittman,.....	"	4
M. B. Pittman,.....	"	4
John B. Prentice,.....	Wilmington,	6
Joseph J. W. Powell,.....	Tawboro',	80
Isaac Powell,.....	Whiteville,	20
Jesse Powell,.....	Tarboro',	3
Eaton P. Powell,.....	"	2
James P. Porter,.....	"	2
Mary Pender,.....	"	1
Margaret Pender,.....	"	1
George W. Powell,.....		1
Roderick Pullen,.....		3
Joseph J. B. Pender,.....	Tawboro',	2
William D. Pettway,.....	"	5
Mark K. Pettway,.....	"	5
Joseph J. Philips,.....	"	20
Jere Pearsall, Guardian,....	Kenansville,	4
Hosea Pickett, Estate,.....		5
Lawrence Peacock,.....	Wilmington,	2
R. B. Peirce,.....	Halifax,	1
W. W. Peirce,.....	Wilmington,	23
O. G. Parsley,.....	"	70
W. W. Parker,.....	Rocky Mount,	3
Catharine Robinson,.....		10
Purdie Richardson,.....	Wadesboro',	5
Henry B. Reardon,.....	Norfolk, Va.,	2

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
T. R. Reardon,.....	Norfolk, Va.,	1
William D. Roberts,.....	"	1
James M. Redmond,.....	Tawboro',	20
Robert Ricks,.....	"	5
Elias F. Shaw,.....		3
Marsden J. Smith,.....	Norfolk, Va.,	12
Moses Smith,.....	Scotland Neck,	5
Peter Smith,.....	Wilmington,	5
Sophia L. Smith,.....	Fayetteville,	5
Samuel Smith,.....	Goldsboro',	10
Sylvester Smith,.....	Raleigh,	5
A. L. Smith,.....	Tawboro',	5
Etheldred Smith,.....	Goldsboro',	2
D. D. Sloan,.....	Kenansville,	4
David Sloan,.....	Magnolia,	5
Abner Speight,.....	Speight's Bridge,	5
John F. Speight,.....	" "	2
H. R. Savage,.....	Wilmington,	10
H. R. Savage, Trustee,.....	"	100
David Southerland,.....	Kenansville,	5
N. Sandlin,.....	"	10
Isaac Sessums,.....	Tawboro',	10
John Swann,.....	Wilmington,	60
Richard Sanders, Estate,.....	"	13
Jordan Strickland,.....		1
Robert Soutter & Son,.....	Norfolk, Va.,	10
John J. Sharpe,.....	Joyner's Depot,	1
William G. Sharpe,.....	" "	1
Eliza St. George,.....	Wilmington,	2
Alfred W. Simmons,.....	Halifax,	1
Baker Staton,.....	Tawboro',	25
Margaret Sugg,.....	"	2
Redding S. Sugg,.....	"	1
Pheasonton S. Sugg,.....	"	1
Josiah P. Sugg,.....	"	1
Lucy Sugg,.....	"	1
Eliza Sugg,.....	"	1
William Sugg,.....	"	1
Peter C. F. Sugg,.....	"	1
Annie S. Sugg,.....	"	1
State of North Carolina, D. W. Courts, Treasurer,....	Raleigh,	4,000

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
Richard H. Smith,.....	Unknown,	5
John E. Tunis,.....	Norfolk, Va.,	5
Robert E. Troy,.....	Lumberton,	4
Nicholas Tally,.....	Columbia, S. C.,	9
Samuel O. Tally,.....	“ “	5
Wm. H. Tally,.....	“ “	4
Lewis H. Taws,.....	Philadelphia, Pa.,	2
John A. Taylor,.....	Wilmington,	6
Tazewell Taylor,.....	Norfolk, Va.,	5
John Talbot,.....	“ “	1
Thomas Tillery,.....	Halifax,	5
John J. Tharpe,.....	Tawboro',	5
Elijah Taylor,.....	Jacksonville,	5
Zadock Thomson,.....	Goldsboro',	1
Wm. Thompson, Trustee, F. & A. S. Thomson,.....	“	5
Drury Thompson,.....	“	32
Henry A. Taylor,.....	“	1
Benjamin R. Taylor,.....	“	1
Josiah J. Vick,.....	Rocky Mount,	1
Margaret Vick,.....	“	1
J. Vick,.....	“	1
A. A. Wanet,.....	Wilmington,	20
Wilmington & Manchester R. R. Co.,.....	“	2,050
L. H. B. Whitaker,.....	Enfield,	104
M. T. Whitaker,.....	“	1
L. H. Whitaker,	“	2
B. F. Whitaker,.....	“	5
James H. Whitaker,.....	“	2
William Whitaker,.....	“	2
John Wright,.....	Goldsboro',	8
Rachel Wright,.....	Wilmington,	7 $\frac{1}{2}$
Wm. Wright,.....	“	2 $\frac{1}{2}$
Thomas H. Wright,.....	“	106
William A. Wright,.....	“	65
Joshua G. Wright,.....	“	35
John C. Washington,.....	Kinston,	119 $\frac{1}{2}$
John N. Washington,.....	Newbern,	60
Washington & Wright, Jr.,		5
Richard Washington,.....	Goldsboro',	120
John Wooster,.....	Wilmington,	9

LIST OF STOCKHOLDERS—CONTINUED.

NAMES.	RESIDENCE.	NO. OF SHARES.
John Watson, Guardian,	Littleton Depot,	5
W. S. Wilkins, Estate,	Wilmington,	10
G. W. Woodbury,	"	5
James S. Whitfield,	Goldsboro',	5
C. Wooten,	"	5
David Williams,	Stantonsburg,	10
Maria Ann Ward,	Dudley Depot,	20
Howard Wiswal,	Washington,	3
B. F. Williams,	Kenansville,	33
James A. Washington,	Kinston,	10
W. N. Whitted,	Prospect Hall,	20
John W. S. West,	Goldsboro',	10
H. A. C. Walker,	Wilmington,	10
S. E. Walker,	"	10
Carey Whitaker,	Enfield;	2
Robert Whitaker,	"	2
C. N. Webb,	Halifax,	1
Stephen Woodward,	Black Creek,	5
Richard B. Wingate,		1
Joshua Watson,	Nashville,	5
Samuel P. Watters,	Wilmington,	15
Sarah A. Watters,	"	15
Joel Wells,	"	16
John Wilkinson,	"	13
James R. Walker,	"	2

PROCEEDINGS
OF THE
TWENTY-THIRD ANNUAL MEETING
OF THE
STOCKHOLDERS OF THE W. & W. R. R. CO.,
HELD ON THE 11TH DAY OF NOVEMBER, 1858.

In accordance with the By-Laws of the Company and pursuant to published notices, the Stockholders of the Wilmington and Weldon Rail Road Company convened at the Court House, in Wilmington, at 10 o'clock, A. M., on Thursday, the 11th day of November, 1858, when the following proceedings were had:

The meeting was called to order by the appointment of Owen R. Kenan, Esq., of Duplin County, as Chairman, and Messrs. John N. Washington, of Newberne, and Patrick Murphy, of Sampson County, as Secretaries. Wm. A. Wright, Esq., with the Secretaries, were appointed a Committee to ascertain the number of shares of the Capital Stock represented.

The Committee reported that 10,234 shares were represented, viz: 2,226 in person, and 8,008 by proxy, (including the State of North Carolina, represented by Owen R. Kenan, Esq.,) whereupon the Convention was declared to be duly organized.

The President of the Company, Hon. Wm. S. Ashe, then submitted to the Convention the Report of the President and Directors, together with that of the Engineer and Superintendent, also the financial statements of the Treasurer and Auditing Committee.

On motion, the Report of the President and Directors was received and laid upon the table.

On motion of J. N. Washington, Esq., so much of the Report of the President and Directors as recommends the pur-

chase of a portion of the stock in the Seaboard and Roanoke Rail Road Company, or the construction of a Branch of this Road in the direction of Suffolk in Virginia, was referred to a Committee of seven, to be appointed by the Chair, with instructions to report to-morrow morning.

The Convention then adjourned to meet at half past two o'clock, P. M.

2½ o'clock, P. M., Nov. 11th, 1858.

The Convention re-assembled pursuant to adjournment.

On motion of Wm. A. Wright, Esq., the motion referring the subject of purchasing stock in the Seaboard and Roanoke Rail Road Company to a Committee, was re-considered; and, after an animated discussion of the subject, the following resolutions, submitted by Patrick Murphy, Esq., were adopted by a large majority of the stock represented:

Resolved, That the President and Directors of the Wilmington and Weldon Rail Road Company be authorized to purchase a controlling interest in the Seaboard and Roanoke Rail Road Company; *Provided*, such purchase, in their opinion, would be conducive to the interests of this Company; and that they be instructed to apply to the Legislatures of North Carolina and Virginia for such additional legislation as they may deem necessary to secure this object.

Resolved further, That if they shall think it more to the interests of this Company to construct a Branch of this Road from some point near Enfield to Suffolk in Virginia, that they be instructed to take the necessary steps to secure the construction of the same.

Resolved, That in as much as the Rail Roads South of this, as well as those North, are interested in this matter, the said Board of Directors be instructed to confer with them and solicit their co-operation.

On motion, the Convention then proceeded to the election of officers. After counting the ballots in each case, the following gentlemen were declared duly elected: Hon. Wm. S. Ashe, President; Messrs. E. P. Hall, Gilbert Potter, P. K. Dickinson, A. J. DeRosset, Jr., John D. Bellamy, W. W. Peirce, and Wm. C. Bettencourt, Directors on the part of the indi-

vidual Stockholders; Messrs. L. H. B. Whitaker, of Halifax, W. K. Lane, of Wayne, and Wm. A. Wright of Wilmington, having previously been appointed Directors on the part of the State.

Resolved, That S. L. Fremont, Esq., Engineer and Superintendent, together with the Secretaries, be a Committee to superintend the publication of the proceedings of this Convention.

Resolved, That Messrs. D. McRae, H. Baker and Patrick Murphy, be appointed Auditing Committee for the ensuing year.

On motion, the thanks of the Convention were tendered to the President and Secretaries.

The Convention then adjourned, to meet at Wilmington, on the second Thursday in November, 1859.

OWEN R. KENAN, *President.*

J. N. WASHINGTON, }
PATRICK MURPHY, } *Secretaries.*

REPORT OF THE PRESIDENT AND DIRECTORS.

To the Stockholders of the

Wilmington and Weldon Rail Road Company:

GENTLEMEN:—

The President and Directors of the Wilmington and Weldon Rail Road Company take pleasure in laying before the Stockholders, at their twenty-third Annual Meeting, the condition of their road.

Corporate bodies, like physical, must feel occasional depressions; as atmospheric changes and convulsions affect the latter, so vicissitudes in the business of the country affect the former.

The great monetary derangement of 1857, which extended its blasting influence throughout the commercial world, bore peculiarly hard on English and American Rails. Produce of every description was withheld from market, and it is well established, that in the proportion produce is so withheld, travel is diminished and a general stagnation in business supervenes. Thus the prosperity of its Rails becomes a good and reliable fiscal barometer of a country. The work intrusted to our management passed through this trying season with great success. Our receipts from freight and way-travel fully attest this fact. The gross receipts have been diminished, but the diminution has been, *in the main*, with our through travel, which is attributable to entirely different causes. The opening of new routes of travel, and the greatly reduced rates of fare on steamers between Southern Atlantic Cities and the North, drew from our line a large amount of the through travel; but, as the safety and expedition of the great Seaboard route is unequalled by any competing line, we may confidently calculate upon a return of this travel—and, indeed, it has already, in a good measure, returned. But it is a source of gratification, that notwithstanding the heavy falling off in this travel, all of our current expenses have been promptly met;—our debt has been reduced, and a net surplus left in

hand, which authorized a distribution among the stockholders of a 6 per cent. dividend. In truth, by rigid economy, our profits have been as large as during any preceding year. The report of the Superintendent will show that this economy has been practiced without interfering in the least degree with those important road improvements, which have been kept in steady progress for the last five years,—such as filling up trestle-work, the substituting of good rails in the place of those which had laminated, and the completion of good station and ware-houses, and other conveniences and necessary appliances and fixtures which we have heretofore greatly required. We refer you to the accompanying Report of the Engineer and Superintendent for a statement of the receipts and expenditures, and of the condition in detail of the Road and its equipment.

The road-way and all of its necessary furniture is at present in high order. Independent of the two principal causes assigned above for the diminution of receipts from through travel, there exists another that has proven to be beyond our control. We refer to the breaking up by the Virginia Companies of the through ticket from Wilmington to New York. The convenience of the traveling public should be a paramount consideration with all enterprises which depend upon travel for their support. More particularly should this consideration have had a controlling influence with all the Companies constituting the Atlantic line, at the very time when the opposite policy was adopted. The Virginia and Tennessee Road, our great competing line, was on the eve of being completed; the outside steamers had reduced the fare from Charleston and Savannah to New York from \$25 to \$15. On one side novelty, if nothing else, drew a portion of the travel from us, while cheapness injured us on the other. These reasons should have made every connecting road more anxious to extend all possible facilities to the traveling public;—but so far from this being the case, the very opposite policy was forced upon us by the Companies running from Weldon to Washington City. The *evil* still exists, and but one remedy presents itself for our adoption. We must put our Company in the possession of an

independent outlet to the Chesapeake Bay and the Ocean.— Whenever this shall be done, connecting lines North will be dependent on us, and not we on any of them for the privilege of a through ticket. There are two modes by which this great desideratum can be obtained. One by the construction of a road from Enfield direct to Suffolk. The right to build this branch can readily be secured, and the people along the proposed line have evidenced a strong desire for its construction. We understand that a subscription could be easily obtained sufficient to pay for the grading, leaving the superstructure as the only expense which we would have to meet. An experimental survey was ordered some time since by the Directory; but, in consequence of the absence of the President, it has not been executed. We have every reason to believe that the way-travel and freight would sustain the running of the road; and if this should be so, its advantage to our company would be beyond calculation. At Suffolk, independent of being placed immediately in connection with two rival lines to Norfolk, we would have the command of good steamboat navigation to any point on the Chesapeake Bay, or the Atlantic coast. Another plan has been agitated at our Board, which has been entertained with much favor, but on account of its importance in all its aspects, no definite action has been taken, it being deemed best to refer the subject to the stockholders for their consideration. This is the purchase of such an interest in the Seaboard and Roanoke Railroad as will give our Company a controlling influence over its action. Such an interest is supposed to be now in the possession of an individual who is willing to sell it to us, provided we can agree on the terms and conditions; and we are in possession of all such information in reference to the condition of this Company as you may desire to have, to enable you to decide upon the propriety and policy of such a purchase.

Since the last meeting of the Stockholders, our first English debt (being bonds issued in 1838) has become due and we have succeeded in making an arrangement with the holders of these bonds, under which, by the payment of one-third in cash, we have obtained an extension of time

upon the balance for fourteen additional years. To enable us to make this payment we authorized our Agent in New York to sell so many of the bonds of the State of North Carolina, (in which bonds we had invested our sinking fund,) as would realize \$76,444 45, the sum necessary to be raised for the cash payment. This he did by selling the bonds at \$95; the average price at which we purchased, being \$94.— This payment reduces this debt to \$146,222 22, and makes the whole amount of indebtedness on the 1st of October last, \$944,726 25. A portion of this debt consists of the bonds of the Company endorsed by the State, amounting in the aggregate to \$250,000, which are payable in equal installments, on 1st January 1859, 1860, 1861, 1862 and 1863.— These payments can be readily made, as they fall due, by withholding a semi-annual dividend, thereby distributing among the Stockholders \$46,000, instead of \$92,000, for the ensuing five years; or, if the State would renew its endorsement for a short period of time, say four, five, six or seven years, the debt could be easily paid without any interference with our seven per cent. dividend. The matter is respectfully submitted to the Stockholders for their determination. Our six per cent. bonds, issued in 1849, amounting to \$443,555 56, will fall due in 1869. The legitimate accrues from our sinking fund will put the Company in full possession of means to meet this debt at maturity, as well as to liquidate the bonds endorsed by the State. We will then have four additional years to meet the debt of \$148,444, which has just been extended. Thus at the expiration of fourteen years the Road will find itself relieved of debt, and that, too, after a regular annual distribution of seven per cent. dividends.

The change in the character of the sinking fund was made by the Directors for the reason, that from the former plan of setting aside the proceeds of freight from the North Carolina Road the amount to be invested was uncertain, and therefore unreliable. The substitution of the present plan in its place, to wit: the setting apart for that purpose of an annual amount equal to three per cent. on the capital stock of the company, affords bondholders a certainty that a sufficient sum will be set aside for the ultimate discharge of their debt, while it will justify the Directors in declaring, as they safely can, their usual seven per cent. dividend. A degree of confidence is thus inspired, which will prove to be, in all future times, the surest voucher of financial success.

Respectfully submitted,

W. S. ASHE, President.

Wilmington, N. C., Nov. 11th, 1858.

REPORT OF THE ENGINEER AND SUPERINTENDENT.

WILMINGTON AND WELDON RAIL ROAD COMPANY,
Office Chief Engineer and Superintendent,
Wilmington, N. C., Oct. 1st, 1858. }

Hon. Wm. S. ASHE, President, &c.:

Sir :—I have the honor to submit my Fourth Annual Report of the operations of the Road for the fiscal year terminating September 30, 1858.

RECEIPTS AND EXPENDITURES.

The earnings of the Road from the transportation of passengers, mails and freight, and the receipts from incidental sources have been as follows :

Receipts from Through Passengers, .	\$136,857 61
" " Way	96,529 75
" " Transportation Mails, .	48,600 00
" " Freight,	157,832 47
" " Incidental sources, . . .	6,763 47
 Total earnings and receipts this year,	 \$446,583 30
" " " " last year,	494,508 56
 Decrease in receipts this year,	 \$47,925 26

The expenditures this year have been as follows :

SALARIES.

Amount paid to officers,	\$8,475 00
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DEPARTMENT OF ROAD REPAIRS.

Ordinary and extraordinary repairs of Track,	\$57,420 52
Repairs of Bridges and Trestles,	5,500 00--\$62,920 52

DEPARTMENT OF TRANSPORTATION.

Repairs of Locomotives,	\$32,257 63
" " Passenger cars,	11,213 60
" " Freight "	2,053 06
Amount carried forward,	\$45,524 29

\$71,395 52

Amount brought forward,	\$45,524	29	\$71,395	52	
Repairs of Warehouses and Water Stations,.....	137	15			
<i>Train Expenses.</i> —Including pay of Conductors, Engineers, &c.,.....	30,887	77			
Oil and Cotton Waste,.....	4,278	53			
Fuel,.....	18,144	86			
<i>Station Expenses,</i>	24,032	30			
Half the expenses of Steam Ferry Boat,.....	2,345	95			
New Locomotives and Tools for Shop, (including new Stationary Engine, \$1,500,).....	1,989	98			
New Passenger Cars and Tools for Shops, (re-building three Cars,..)	3,150	00			
New Freight Cars, (5 Conductor's Cars,).	3,000	00	—	133,490	83
				204,886	35

GENERAL EXPENSES.

Subsistence and Clothing,.....	14,155	33	
Loss and damage,.....	324	62	
Miscellaneous expenses,.....	1,525	00	
Office expenses,.....	250	00	
	—	16,254	95
Total cost of operating the Road;		\$221,141	30

The following expenses for and on account of "construction" and "permanent improvements" which are included by the Treasurer in his statement of "current expenses," are chargeable to the following objects:

TRESTLE FILLING—GRAVEL TRAINS.

For hire of twenty-five negroes, including clothing, subsistence and medical attendance, at \$190 each, (an aver-

age,.....	\$4,750 00
Cost of Engineer, Conductor, (and white hands two months in 1857,).	2,959 60
Cost of Fuel, Oil and Waste,.....	631 60
Repairs of Engine and Cars,.....	\$350 00—\$8,691 20
Cost of Gas Works complete, new Warehouse at Battleboro', Sheds and Tanks at Wood and Water Stations,.....	\$2,425 00—\$11,116 20
Cost of filling new Wharf with ballast from vessels and with Dirt Train at Wilmington,	\$610 00
Timber for cribwork and bill of labor in constructing the same,	627 29—\$1,237 29
Purchase of building stone for new bridge piers on the Road,.....	290 00
Cost of Engine House at Weldon complete,.....	540 00
Cost of building new piers at Rock-fish (exclusive of the cost of stone,)	751 08
Lumber in part for bridge at Rock-fish,.....	242 50
Iron for re-roofing N. E. Bridge,	\$200 00—\$3,260 87
Total due to construction and permanent improvements this year,	\$14,377 07
There have been paid this year, on accounts of previous years, in excess of the debts due this year,	\$10,000 00
Amount carried forward,	\$24,377 07

Amount brought forward,	\$24,377 07
Amount of loss and damage due last year, now paid,	3,000 00
	<hr/>
	\$27,377 07
Amount of operating expenses brought forward,	221,141 30
	<hr/>
Total amount expended this year on all accounts..	\$248,518 37
Total amount expended last year on all accounts..	295,331 90
	<hr/>
Reduction in expenses on all accounts this year,	46,813 53
	<hr/>

It will be seen by comparing the tables of expenditures for the past and preceding years, that there has been a reduction in the cost of repairs of Locomotives, of.....	\$18,418 60
In the cost of repairs of Coaches and Cars, of....	11,578 42
In the cost of Fuel, of.....	4,336 05
In the cost of Oil and Waste, of.....	1,183 33
The floating debt of the Company has been reduced during the year, about.....	25,000 00
I estimate the amount of outstanding Bills at the close of the fiscal year, terminating September 30, 1857, on account of current working expenses, and for permanent improvements, for that and previous years, to be.....	\$20,000 00
And the amount due at the close of the present fiscal year on account of corresponding objects to be not more than.....	8,000 00
	<hr/>

Making a difference in favor of the present year of \$12,000 00

I have, however, only charged \$10,000 to this excess for previous years. This will enable the Stockholders to see what the actual cost of operating their Road has been for the current fiscal year.

RECAPITULATION.

The gross receipts have been.....	\$446,583 30
Current working expenses.....	221,141 30
Nett earnings.....	225,442 00
Cost of construction and permanent improvements and debts of previous years paid this year.....	27,377 07
Nett receipts over all expenditures.....	198,064 93
Nett receipts last year over all expenditures.....	195,887 70

Showing an increase of nett receipts of,..... \$2,177 23

Your attention, and that of the Board of Directors, is respectfully asked to the statement of the accounts given above.

While the table of expenditures made out in the office of the Treasurer will show you the *payments* made during the fiscal year under the several heads, this analysis and division of the accounts will show you the actual cost of *working* the Road during the same period.

REPAIRS OF ROADWAY.

The Road Master is directly charged with supervising the repairs of Track and Bridges, under my direction.

I have from time to time examined the Track and Bridges during the year, and given all needful directions for the employment of mechanics and laborers, and for the purchase of materials for repairs, and I have now the pleasure of reporting the whole roadway in good order. We have laid 75,000 new cross-ties, and about four miles of renewed rails this year.

MACHINE FOR REPAIRING RAILS.

In my last Annual Report I referred to this Machine, explained the process of mending rails, and expressed a hope of its success. I can now say that my "expectations," as therein stated, have been *more* than "realized."

From Oct. 1st, 1857, we have had one, and since February, 1858, we have had two furnaces in operation, worked by five hands, who have been fully employed throughout the year in repairing laminated rails.

There have been repaired during the year 1,405 rails, giving 23,097 feet of good iron, of which 4,044 feet were made new

at a cost of about fifty-four cents for each foot renewed, or about one dollar and thirty cents per rail. This year's operations with this machine have been conducted under unfavorable circumstances in many respects, yet we have made such progress that our track has been greatly improved by the renewed rails, and I am confident the track can be maintained in good order for the next two or three years, with these machines, and that the cost of repairing in future will be reduced to less than one dollar a rail. When we recollect that each rail restored is worth nearly or quite as much as a new one, say \$6 50, and that it is worth less than half that sum in its laminated state, you will see the economy in restoring them by this process.

As regards the durability of the portions renewed, I am confident, from close observation, that it will considerably exceed that of the best new rail.

It will require two more furnaces to keep the track in the high order of repair which I desire. I propose to add one more this year.

I recommend the immediate re-rolling of one or two hundred tons of our old rails. Those that I would re-roll are too much worn to be repaired with economy. I see no necessity for any other outlay for rails for some years to come.

BRIDGES AND TRESTLE WORK.

The bridges are now, without exception, in good order.—The trestle work has all been filled up South of the Neuse River, with the exception of some small culverts that require masonry before filling. Only one train has been employed since January, which has been filling "Tossnot."

Two seasons more, with proper energy in this branch of improvement, will complete the filling. The work already done has reduced the cost of repairs to less than one-half of what it was in 1855. There is now about one and a half miles remaining to be filled, all of which is at present in good condition. During this year there have been 306,086 feet of new timber put into the trestle work that remains unfilled.—The Road Master and Master Carpenter of bridges have faithfully performed their duties during the year.

REPAIR SHOPS.

The repairs of Locomotives and of Coaches and Cars are all done by the Company.

We have completed one new Locomotive Engine since 1855, rebuilt three, and thoroughly repaired many.

Only one new Passenger Car has been purchased since 1855, three have been rebuilt throughout, and many others repaired.

Forty new Box Freight Cars have been constructed during the same period.

We are now putting up a new Stationary Engine of thirty horse power, of superior workmanship, (built by Gage, Warner & Whitney.) This Engine has been paid for in scrap iron during the year ; the boiler and fixtures have been constructed in Company's shops.

A Trip Hammer has also been paid for in the same way, and will soon be in operation. This machine will cause considerable reduction in the Smith's force of assistants.

The Engine was greatly needed. The old one was deficient in power to drive all the shops, which it is my design to do with the new one, thereby saving much in fuel ; saving also the cost of the separate Engine now in use at the Carpenter Shop, and enabling us to drive the entire machinery of the Repair Shops by power, at any moment during working hours. This completes about all the improvements in Tools and Machinery that I think necessary to the efficiency of the Repair Dapartment. The whole cost from the beginning has been about \$10,000, and it is money well expended, if "a dollar saved is worth a dollar earned."

NOTE.—There has been sold this year of old material, no longer wanted by the Company, the following articles :

1.—November, 1857, 2 second hand Lathes,	\$260 00
2.—January, 1858, old Rails,	48 60*
5.—April, " Scrap Iron, (Wrought),	659 79*
7.— " Old Car Wheels,	528 44*
3.—January. " Scrap Iron, (Wrought),	399 81*
4.—February 18, " " " "	323 38*
8.—September, " " " "	80 00*
6.—April 10, " Coal (to Wilmington & Manchester R. R.),	151 50
Incidental sales and work done and credited to Road,	375 60
	—\$2,827 12

* The items marked thus (*) are not credited to Rail Road by Treasurer, but carried to " profit and loss account," while the tools and new wheels exchanged for this old material are charged to operating expenses.

To the Master Mechanic and Master Carpenter my thanks are due, for the prompt manner in which they have carried out the directions they have received from time to time, and for their general efficiency and zeal in the service.

DEPARTMENT OF TRANSPORTATION.

We have carried over the Road this year only 28,704 through passengers; and 59,312 way passengers, an average of 244 per day. The aggregate mileage made by all our trains is 296,999 miles. The expenditures this year, divided by this mileage, gives 83 cents and 6 mills per mile as the cost of running our trains.

No serious accident has happened to any train, passenger or freight, during the year, and out of one thousand three hundred and fifty-six trips run by passenger trains only nine failures, to connect regularly at either end of the Road, have occurred. It is believed that our trains have, during the past year, run with more *regularity* and *uniformity of speed, certainty of connection, and safety to persons and property* than many of our contemporaries. When we take into account the length of our line, and the high speed we are compelled to make, it is saying much in favor of the quality of our men and machinery, when we state that not one passenger or employee connected with our passenger trains has been injured during the year.

What policy in the management has tended (under the blessing of God) to produce this result? In my opinion it is that of putting our track and machinery in the best working order, and maintaining it so; and in employing none but competent Engineers and Conductors, at rates of compensation that will command the best services.

It has been thought too much money was expended to attain this order of excellence. I trust, however, the result of the past year's operations will be a sufficient explanation on the part of your administration for what has been considered large expenditures of previous years.

To the Conductors and Engineers of our trains, my thanks are due for their faithful services, and the general good order of the machinery in their charge.

Most of the loss in receipts has been due to the breaking

up of the former through ticket system that had worked so satisfactorily to the public for a number of years.

The Richmond and Petersburg Rail Road Company announced its determination in April or May last to break up the then existing system, unless that Company should be allowed more than its per mile proportion, while the Companies between New York and Philadelphia refused to agree to any ticket not based upon the per mile pro-rata principle.

In consequence of the absolute impossibility of reconciling these differences, and others of a more personal nature, with some of the connecting lines, we have been deprived of the benefits of through tickets from New York, South, to this place, Charleston, Montgomery and New Orleans.

Hence the loss of 8,944 through passengers, and more than \$40,000 in receipts from this source.

We are now without any important through tickets, and there exists no hope of forming any in the future.

So long as the Rail Roads through Virginia, on the two most important lines for Southern travel, are controlled by the same parties to a considerable extent, and those parties decline making tickets with us, we cannot hope for any improvement in our through travel.

Our receipts from the transportation of freight have this year exceeded those of the preceding year.

By reference to the comparative table of principal articles transported for several years, it will be seen that our Naval Store and Grain transportation business has considerably increased, whilst there has been some decrease in our upward freights.

With the completion of the Company's wharves and other facilities now in a state of forwardness, we may reasonably look for an increase of our freighting business, notwithstanding new lines are multiplying around us.

To the General Freight and Transportation Agent, the Company is indebted for much improvement in the dispatch of freight and the general good order now observed in that department.. He will accept my thanks for his valuable assistance.

CONDITION AND PROSPECTS OF THE COMPANY.

The rolling stock is now ample for the wants of the Company, if we except passenger cars. More and better coaches are *needed*, and I recommend the construction of five new ones during the current year.

Unless there is a considerable increase in business, or some unforeseen accident during the year, the motive power is sufficient for the wants of the Company. But I recommend that one or more passenger Engines be ordered in time to go on the Road about the end of the present fiscal year.

The Company has very little to fear from competing lines. The great amount of seagoing travel may very easily be diverted to the great Atlantic Sea Board Line, if a proper through ticket can be adopted, and every facility that the spirit of the age demands, be fully established and maintained.

The Virginia and Tennessee Route has been looked upon by many as destined to materially injure, if not ruin, this line.— Is this so? Can it be so? The great Atlantic Trunk Line affords superior facilities to a very large population. It can be successfully and *cheaply* worked *at all seasons of the year*. The lines are generally without grades or curves of much magnitude. Neither the snows of winter nor rains of fall and spring present any obstacles to the successful and rapid transportation of passengers and mails.

The opening of the Florida Route, as well as the completion of the Alabama and Florida Rail Road from Montgomery to Pensacola, cannot fail to increase materially the receipts of the Company.

I respectfully refer you to the accompanying Report of the Hospital Surgeon; it furnishes some evidence of the good care taken of our negro laborers and our freedom from accidents during the year.

Much information in detail is contained in the accompanying tables and statements, to which your attention is respectfully called.

The agents and employees of the Company, not especially mentioned, and to whom I am indebted for valuable assistance, will accept my thanks.

I am respectfully, your obedient servant,

S. L. FREMONT,

Eng. & Sup't.

NOTE.—The experience of the last four years seems to justify the following estimate of the resources of the Company, and its ability to maintain dividends and pay its debts:

What is the prospect of maintaining dividends? Your annual gross receipts cannot fall short of \$500,000.

I am well convinced that the operating expenses can be kept below \$250,000—I doubt not the Road can be worked next year for \$230,000, and \$10,000 more will cover all probable extraordinary expenses.

But assuming the gross receipts to be maintained for the next ten years at \$500,000 a year, and the whole cost of working the Road and maintaining the equipment in the best condition at \$250,000 per year.

This will leave a nett income of.....	\$250,000
To pay the <i>interest</i> on the debt set aside.....	\$56,000
To pay the <i>debt</i> set aside, a sinking fund of.....	40,000
To pay a dividend of 8 per cent. (on \$1,328,000 capital),.....	106,240
Total to pay all claims and a dividend.....	<u>\$202,240</u>

Leaving a surplus of.....	47,760
---------------------------	--------

A part of which, if not needed, may be carried annually to the sinking fund.

By adopting this policy, the dividends may be regularly maintained—the literary, or school fund of North Carolina be regularly replenished—the stockholders of limited means be made comfortable, and the entire debt of the Company be sunk in about ten or fourteen years.

Now for the facts: The receipts for the fiscal year terminating September 30, 1857, were \$494,508, and this was not a year of unusual prosperity. But for the breaking up of our through ticket system just as the summer business commenced, and just as the new Route by Lynchburg was opened, the receipts this year would have exceeded \$500,000, while our expenditures would not have been increased.

In my last annual Report, I stated that there had been expended \$180,000 in the last three years for "construction" and permanent "improvements," an average of \$60,000 a year.

The gross expenditures for 1855 were.....	\$268,818 25
Deduct.....	<u>60,000 00</u>

Real cost of operating in 1855.....	\$208,818 25
-------------------------------------	--------------

The gross expenditures for 1856 were.....	\$273,895 70
Deduct.....	<u>60,000 00</u>

Real cost of operating in 1856.....	\$213,895 70
-------------------------------------	--------------

The gross expenditures for 1857 were.....	\$295,331 90
Deduct.....	<u>60,000 00</u>

Real cost of operating in 1857.....	\$235,331 90
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An average cost of operating the Road of \$219,348 a year, aside from constructing new buildings, depots, ware-houses, filling up trestle-works, building ferry-boats and the like, and forty new freight-cars being *additional* equipments never before supplied, as they had never been wanted, which does not belong to the expenses of *operating* the Road.

I assume, then, if the Road is completed, with its equipment ample, it can be worked for 45 per cent. of its gross receipts, if these receipts reach \$500,000 or upwards. The experience of the last four years demonstrates it fully, and it should satisfy every stockholder that his stock is this day intrinsically worth its full par value. The dividends cannot fall below 7 per cent., if a permanent policy such as has been glanced at above is adopted.

All this plan, however, involves the necessity of opening the line North to New York to free trade and a low ticket along the Great Sea Board Line.

REPORT OF HOSPITAL SURGEON.

S. L. FREMONT, Esq., Eng. and Supt. W. & W. R. R.

SIR:—The following is a summary of cases treated in the Company's Hospital during the last year:

NO. CASES.	NO. CASES.
Billious Fever,.....	66
Intermittent Fever,.....	70
Catarrhal Fever,.....	19
Colic,.....	22
Pneumonia,.....	6
Paranychia,.....	4
Diarrhea,.....	10
Dysentery,.....	8
Rheumatism,.....	20
Neuralgia,.....	10
Furunculus,.....	6
Malingering,.....	1
Concussion of brain,.....	1
Cholera Morbus,.....	3
Constipation of bowels,.....	3
Pleurodynia.....	6
	58
	14
	364

Total number,.....

Out of this number of cases, there has been but one death, caused by Typhoid Pneumonia. I wish to call your attention to the fact, that no capital surgical operation has been performed in the Hospital this year. Heretofore, no year has passed without the necessity for several from accidents on the Road. I can only attribute this to the better management of the Road and the better discipline of the hands.

As to the utility of the Hospital, I will refer you to my former reports, which, including this year's report, show that of 942 cases treated in the Hospital, there have been but 3 deaths. This unusual success in the treatment of the diseases of negroes, is due, in a great measure, to the proper regulation of their diet, and the strict attention of the Hospital nurse to the patients.

Yours Respectfully,

JAS. F. McREE, JR.,

Hospital Surgeon.

HOSPITAL, W. & W. R. R. Co.,

November 1, 1858.

RECEIPTS FOR THE YEAR ENDING 30TH SEPTEMBER, 1858.

DATE.	PASSENGERS.		Amount from Way Passengers.	Amount from Way Passengers.	FREIGHT.	MAIL.	Miscella- neous.	TOTAL.
	THROUGH.	NORTH. SOUTH.						
1857.								
October, ..	668 ¹ ₂	2,759	6,026	\$15,848 67	\$9,338 10	\$15,621 26	\$46 38	\$40,854 61
November, ..	503	1,823	4,141	11,078 37	6,805 38	10,557 47	25 00	28,466 22
December, ..	874 ¹ ₂	1,792 ¹ ₂	6,383	12,946 94	10,387 30	11,155 43	319 58	46,362 25
1858.								
January, ..	819	1,878	5,917	12,866 76	10,938 34	10,991 52	827 43	35,624 06
February, ..	1,252 ¹ ₂	1,267 ¹ ₂	3,966	11,525 53	7,223 40	13,060 13	432 43	32,241 49
March, ..	1,666	2,175	4,438	17,361 17	7,488 17	16,390 85	136 20	53,526 39
April, ..	1,219 ¹ ₂	1,234 ¹ ₂	4,630	11,405 71	7,325 57	16,561 56	466 25	36,759 09
May, ..	970	876 ¹ ₂	4,788	9,389 86	7,632 26	11,968 47	49 52	29,040 11
June, ..	674 ¹ ₂	785	4,662	7,176 54	6,615 35	11,423 22	12,150 00	33 00
July, ..	419	1,128 ¹ ₂	5,203	7,622 21	7,839 05	10,102 35	254 49	25,908 10
August, ..	557 ¹ ₂	1,349	4,661	9,385 12	6,914 53	13,454 41	7 50	20,761 56
September, ..	442 ¹ ₂	1,569	4,497	10,250 53	8,022 30	16,452 80	12,150 00	1,867 87
	10,063 ¹ ₂	18,637 ¹ ₂	59,312	\$136,857 61	\$96,629 75	\$157,832 47	\$48,600 00	\$444,275 45

1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1

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ANNUAL STATEMENT

Of Expenditures for the year ending September 30th, 1858.

TRANSPORTATION DEPARTMENT.

TRANSPORTATION DEPARTMENT.										
LOCOMOTIVES.		COACHES AND CARS.				Pay—Engineers, Conductors, Firemen and Train Hands.				
DATE.	Cost of New Engines and Machinery &c. for shops	Pay of Superintendent and Machinists	TOTAL.	Cost of New Coaches and Cars and Machinery and Tools for Shops.	Cost of Materials for repairs and Machinists	Pay of Master Carpenter and Workmen.	TOTAL.	Station Expenses.	Fuel.	Oil and Waste.
1857.										
October...	\$1,250 84	\$2,340 12	\$3,590 96	\$23 00	\$1,064 93	\$1,087 93	\$3,255 93	\$1,083 44	1 68	\$2,411 95
November...	371 13	2,278 79	2,649 92	982 45	1,011 89	1,994 34	3,570 86	2,955 70	117 89	2,428 37
December...	1,142 06	2,338 84	3,480 90	1,059 29	974 26	2,033 55	3,009 34	2,505 61	1,321 55	2,450 17
1858.										
January...	1,708 31	2,380 23	4,088 54	400 59	1,369 76	1,770 35	2,802 33	756 26	9 44	2,420 66
February...	1,606 80	2,019 87	3,626 67	911 33	949 0	1,861 23	2,075 79	1,401 56	134 61	2,470 31
March...	304 51	2,086 98	2,391 49	366 31	1,235 14	1,601 45	2,281 60	706 68	18 00	2,261 00
April...	1,511 00	1,918 80	2,038 04	5,467 84	995 64	1,000 02	1,995 66	2,230 30	3,254 23	2,267 61
May...	31 80	212 08	1,973 25	2,119 20	30 01	1,017 15	1,047 16	1,556 92	676 92	2,327 01
June...	63 20	1,921 57	1,984 77	48 18	1,123 95	1,123 95	1,796 94	979 11	104 29	2,409 67
July...	14 00	1,690 63	1,939 63	138 65	824 26	962 91	1,771 48	1,160 27	1,004 29	2,255 65
August...	117 07	1,805 06	1,922 13	2,536 65	922 34	2,559 03	1,765 67	1,075 32	2,334 89	
September...	212 18	480 19	3,233 21	3,925 58	5,015 79	6,685 21	1,349 41	1,349 41	8,111 35	
	\$1,989 98	\$9,188 99	\$26,108 66	\$37,287 63	\$7,551 50	\$13,865 16	\$21,416 66	\$33,575 12	\$18,594 86	\$4,460 13

ANNUAL STATEMENT.—CONTINUED.

Dr. Statement of the affairs of the Wilmington & Weldon R. R.

Cost of Real Estate, Construction and Re-construction of Road,.....	\$2,776,403 89
" " Warehouse in Wilmington,.....	\$14,364 64
" " " " on the wharf,.....	6,061 22
" " Passenger Station House in Wilmington.....	22,644 41
" " " " Weldon.....	2,507 75
" " Warehouse " "	2,215 25
" " Property in Goldsboro.....	8,480 55
" " Steam Ferry Boat " W. W. Harllee,.....	10,582 07
" " Smith's Creek Bridge,.....	3,739 75
" " North East River Bridge,.....	7,630 25
	—78,205 89
" " 13 Negro Slaves,.....	15,000 00
Am't. paid for Bonds State North Carolina—par value \$104,000.	98,962 57
Stock of the Wilmington & Manchester Rail Road Co.,.....	100,000 00
" " " Wilmington & Weldon Rail Road Co., (purchased.)	3,850 00
" " " Washington and New Orleans Telegraph Co.,.....	3,150 00
	—220,962 57
Am't. of Bills Receivable,.....	8,495 75
" due from Post Office Department,.....	12,150 00
" " " Agents,.....	5,224 62
" " " Companies and Individuals,.....	15,916 74
	—41,787 11
Cash in London to pay interest,.....	13,161 32
" " Raleigh " " "	420 05
" " Bank to purchase State Bonds,.....	1,609 79
Counterfeit and uncurrent money on hand,.....	908 54
Cash on hand,.....	36,175 74
Total,.....	\$3,169,634 90

Wilmington, N. C., Sept. 30th, 1858.

EXHIBIT,

Dr. Showing the business of the Wilmington & Weldon Rail

1857.

Sept. 30.—Cash on hand,.....	\$ 32,406 80
" in London to pay interest,.....	13,632 33
" " Bank to invest in Bonds State N. Carolina.	8,524 00
Amount due from Agents,.....	12,776 42
" " " Companies and Individuals,.....	12,284 93
" " " Post Office Department,.....	678 28
" Bills Receivable,.....	8,308 75
	—88,611 51

1858.

Sept. 30.—Received for Old Iron sold this year,.....	928 46
" Interest on Bonds State of N. C. this year,	6,690 00
" from transportation of Passengers, Freight,	
Mail, &c., for 12 months to date,....	444,275 45
	—451,893 91

\$540,505 42

Wilmington, N. C., Sept. 30th, 1858.

Co., from the commencement of the work to 30th Sept., 1858. Cr.

Amount received from Capital Stock,.....	\$1,340,213 21
Bonds payable in England,.....	\$222,666 67
Mortgage Bonds payable in England,.....	443,555 56
Bonds endorsed by State of North Carolina,.....	250,000 00
Bills payable,.....	33,141 30
Unpaid Dividends,.....	6,827 00
Due on Pay Rolls,.....	7,654 51
" " Negro Bonds,.....	40,644 98
" " Stock purchased,.....	224 04
" to sundry Individuals and Companies,.....	16,456 64—1,021,170 70
Profit and Loss account,.....	808,250 99

\$3,169,634 90

JAMES S. GREEN, Treasurer.

Road Company, for the year ending 30th Sept., 1858. Cr.

1858.

Sept. 30.—Paid Current Expenses of Road this year,.....	\$248,518 37
Decreased debt of Company " "	25,327 95
Interest and premium on Exchange paid this year	61,178 13
Dividends No. 12 and 13,.....	86,381 75
Amount paid for Bonds of the State of No. Ca., purchased,.....	25,945 21
Amount in Bank to purchase State Bonds,.....	1,609 79—448,961 20
" Bills Receivable,.....	8,495 75
" Due from Post Office Department,.....	12,150 00
" " Agents,.....	5,224 62
" " Companies and Individuals,...	15,916 74
Cash in London to pay interest,.....	13,161 32
" " Raleigh " " "	420 05
" on hand,.....	36,175 74—91,544 22

\$540,505 42

JAMES S. GREEN, Treasurer.

CONSOLIDATED REPORT OF THE SERVICE OF LOCOMOTIVES ON THE W. & W. R. R.,
For the year ending Sept. 30th, 1858, with the Engineers arranged in the order of *general merit* as regards skill, sobriety, economy and industry.

NAME OF ENGINEERS.	ORDER OF MERIT OF Engineers as to their qualifications	No. of Locomotives	NAMES OF LOCOMOTIVES.		BUILERS.	Man. L. Works.	Lbs. of cotton waste used.
			NAMES.	PASSENGER EN- GINES.			
George Tarlton,.....	1	1	Orange,.....	1	Man. L. Works.	1,361	204
Wm. L. Trask,.....	1	1	Wilmington,.....	2	do.	25,170	52
C. H. Rice,.....	1	1	Gov. Bagg,.....	3	1,569	267	92
J. N. Farley,.....	1	1	President,.....	4	1,566	266	124
J. A. Urquhart,.....	1	1	R. Norris & Son.	5	31,292	78	293
J. A. Urquhart,.....	1	1	Express,.....	5	28,470	235	275
John White,.....	1	1	do.	5	28,119	48	110
William Paul,.....	1	1	Comp'y. Shops.	5	1,642	229	425
John W. Hollister,.....	1	1	Norris & Bro's.	6	20,808	61	105
John W. Hollister,.....	1	1	do.	6	1,151	196	511
James K. Polk,.....	1	1	Farmer,.....	7	13,040	508	297
James K. Polk,.....	1	1	Mechanic,.....	8	22,466	122	364
James K. Polk,.....	1	1	do.	9	1,175	256	87
M. W. Baldwin,.....	10	1	Treasurer,.....	10	do.	69	216
M. W. Baldwin,.....	10	1	M. W. Baldwin,.....	10	TOTAL,.....	40,011	55
FREIGHT ENGINES					201,593	1,776	625
James Knight,.....	1	1	Guilford,.....	1	19,139	259	65
W. H. Pettaway,.....	1	1	Industry,.....	2	9,355	2,286	67
Simon Gay,.....	1	1	Merchant,.....	3	9,063	2,514	145
W. H. Pettaway,.....	1	1	Quickstep,.....	4	15,600	1,068	123
E. T. Love,.....	1	1	W. H. Haywood,.....	5	16,513	2,180	88
Geo. T. Curtis,.....	1	1	James K. Polk,.....	6	10,656	378	77
Geo. McMillan,.....	1	1	Engincer,.....	7	4,630	1,256	121
			TOTAL,.....		84,956	13,902	425
Perseverance,.....	1				1,199	572	494
North Carolina,.....	2				1,500	365	400
Bruswick,.....	3				5,000	10	120
Saxaphaw,.....	4				3,950	2	540
			Total,.....				800
							1,847
							3,293
							193
							114
							55
							106
							78
							193
							241
							53
							154
							42
							59
							1,060
							60
							40
							30
							16
							1,745
							3,022
							1,468
							296,999
							296,999
							23,630
							3,589
							1,043
							7,171
							1,406
							1,406
							GRAND TOTAL,.....

CONSOLIDATED REPORT OF LOCOMOTIVES—CONTINUED.

REMARKS.									
Present value of Locomotives.					In Service.		\$8,500 00		
Total cost of Engines for the year.					\$1,837 12		\$8,500 00		
Total cost per mile run.					7.3		7.3		
Cost per mile for repairs, in cents.					.483		.483		
Cost per mile for oil & waste, in cents.					2.12		2.12		
Cost per mile for fuel, in cents.					\$200 00		\$200 00		
Paid to Firemen.					\$652 50		\$652 50		
Paid to Engineers.					\$103 82		\$103 82		
Cost of repairs from accident.					\$225 73		\$225 73		
Cost of repairs.					136 40		136 40		
Cost of cotton waste.					18 16		18 16		
Cost of oil and tallow.					\$103 32		\$103 32		
Cost of fuel.					\$533 59		\$533 59		
No. of Locomotives					1		1		
					2		2		
					3		3		
					4		4		
					5		5		
					6		6		
					7		7		
					8		8		
					9		9		
					10		10		
					\$5,045 09		\$5,045 09		
					\$882 12		\$150 76		
					\$2,582 46		\$228 69		
					\$6,487 50		\$1,660 00		
					\$1,641 52		\$1,641 52		
					\$293 14		\$293 14		
					\$4,942 50		\$4,942 50		
					1,641 80		1,641 80		
					90 00		90 00		
					70 00		70 00		
					3 50		3 50		
					350 00		350 00		
					1 20		1 20		
					22 50		22 50		
					85 00		85 00		
					2,091 52		2,091 52		
					6,262 50		6,262 50		
					\$1,550 00		\$1,550 00		
					\$12,750 00		\$12,750 00		
					\$3,210 00		\$3,210 00		
					40,000 00		40,000 00		
					\$117,500 00		\$117,500 00		
					\$117,832 10		\$117,832 10		
					44,695 46		44,695 46		
					3,000 00		3,000 00		
					To be re-built.		To be re-built.		
					3,000 00		3,000 00		
					8,500 00		8,500 00		
					8,500 00		8,500 00		
					8,500 00		8,500 00		
					8,500 00		8,500 00		
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					8,500 00		8,500 00		
					8,500 00		8,500 00		
					8,500 00				

CONSOLIDATED REPORT OF LOCOMOTIVES—CONCLUDED.

NAMES OF ENGINES.	BUILDERS.	PRESENT VALUE.	REMARKS.
J. M. Morehead,.....	M. W. Baldwin,.....	\$1,500 00	Rebuilding,.....
E. B. Dudley,.....		4,000 00	Do.
J. C. Gallouin,.....		3,000 00	Do.
* Supply Engine (Brunswick) and for the inspection of road-way by the Engineer. This is the first Engine that came over the entire road the day it was opened from Weldon to Wilmington. See Gwynn's Report.)			
RECAPITULATION.			
10 Passenger Engines,.....			Valued at \$77,500 00
7 Freight Engines,.....			“ 40,000 00
1 Gravel Engine,.....			“ 2,000 00
1 Yard Engine,.....			“ 2,500 00
1 Supply Engine,.....			“ 2,500 00
1 Engine for Road Repairs,.....			“ 500 00
3 Engines re-building,.....			“ 8,500 00
Total,..... 24			<u><u>\$133,500 00</u></u>
Total number of miles run by Passenger Engines,.....		201,593	
“ “ “ Freight “ “ “		95,406	
Total,.....		296,999	

FRANCIS McMILLAN,
Master Mechanic.

S. L. FREMONT,
Eng. & Sup't.

LIST OF OFFICERS AND AGENTS

Of the Company, with their salaries, on the 30th Sept., 1858.

	SALARY.
Hon. Wm. S. Ashe, President,.....	\$2,000 00
TREASURY DEPARTMENT.	
James S. Green, Secretary and Treasurer,.....	1,500 00
S. D. Wallace, Assistant Secretary and General Ticket Agent,.....	1,800 00
DEPARTMENT OF TRANSPORTATION AND REPAIRS.	
S. L. Fremont, Chief Engineer and Superintendent,.....	2,500 00
J. G. Green, Yard Master,.....	1,000 00
John W. Thompson, Agent of Transportation,.....	1,500 00
Thos. L. Love, Assistant Agent of Transportation,.....	600 00
A. D. Love, Acting " "	500 00
John Campbell, General Agent at Weldon,.....	1,500 00
Geo. G. Gary, Assistant " "	600 00
James C. Borden, General Agent at Goldsboro',.....	600 00
Thomas J. Oates, Assistant " "	150 00
STATION AGENTS.	
Joel Hines, Marlboro',.....	Free Riding.
John E. Johnston, Leesburg,.....	100 00
C. McMillan, Teacheys',.....	100 00
J. B. B. Monk, Magnolia,.....	225 00
N. Frederick, Warsaw,.....	250 00
Daniel Bowden, Bowden's,.....	100 00
Lewis Hicks, Faision's,.....	125 00
W. F. Pollock, Mount Olive,.....	100 00
D. McKinnie, Dudley,.....	150 00
J. D. Battle, Ticket Agent, Everittsville,.....	Free Riding.
C. G. Perkins, Pikeville,.....	100 00
James Hooks, Nahunta,.....	150 00
John W. Rowe, Black Creek,.....	100 00
A. D. Farmer, Wilson,.....	275 00
W. D. Farmer, Joyner's,.....	100 00
C. C. Bonner, Rocky Mount,.....	250 00
Thomas L. Maner, Battleboro',.....	150 00
John A. L. Comann, Enfield,.....	250 00
G. W. Owens, Halifax,.....	150 00
REPAIRS.	
John Crone, Road Master,.....	1,200 00
Francis McMillan, Master Mechanic,.....	1,200 00
John A. Wright, Master Carpenter Car Shops,.....	1,000 00
W. W. Flowers, " Bridges and Trestle Work,.....	600 00
S. M. Chesnutt, Clerk for Shops,.....	600 00
LIST OF CONDUCTORS AND ENGINEERS.	
George Morrison, Conductor on Passenger Train,.....	\$ 50 00
A. J. Hewlett, " " " "	50 00
J. M. Howell, " " " "	50 00
E. D. Browning, " " " "	50 00
J. W. Carr, " " " "	50 00
J. D. Gardner, " " " "	50 00
Robert Lee, " Freight " "	50 00
Geo. W. Galloway, " " " "	50 00
D. J. McMillan, " " " "	41 66
T. J. Pickett, " " " "	41 66
William Paul, Engineer Passenger " "	80 00
John White, " " " "	80 00
William Trask, " " " "	80 00
George Tarlton, " " " "	80 00
J. A. Urquhardt, " " " "	80 00
C. H. Rice, " " " "	80 00
J. H. Farley, " " " "	80 00
James Knight, Engineer and Conduc'r Freight " "	100 00
E. T. Love, " " " "	75 00
W. H. Petteway, " " " "	75 00
George T. Curtis, " " " "	75 00
John Hollister, " " " "	75 00
Wm. H. Sleeper, " Gravel " "	75 00
Wm. A. Graham " Yard Engine, " "	60 00

A COMPARATIVE STATEMENT

Of the principal articles of Freight delivered from and received for transportation at Wilmington, for the last five fiscal years.

Fiscal years.	Bacon Lbs.	Corn bush.	Cotton bales.	Flour bbls.	Rosin bbls.	Spirits Turp. bbls.	Crude Turp. bbls.	Tar bbls.	Wheat bush.
1854	493,763	15,845	2,541	245	85,225	30,422	12,478	6,930	86
1855	521,936	17,378	7,650	2,781	84,541	34,038	17,935	8,397	116
1856	518,738	29,384	7,435	9,584	60,047	30,419	19,905	10,674	57,678
1857	369,046	2,045	8,554	10,622	69,551	28,103	12,875	4,470	59,566
1858	141,810	11,817	8,683	10,800	76,098	28,877	19,712	2,173	80,550

Comparative Statement of the same articles received at Weldon.

1854	6,050	628	4,547	25	28,663	1,299	991	4	1,110
1855	5,490	8,429	5,925	2,210	15,723	675	786	310	2,936
1856	8,840	2,534	5,500	5,500	13,383	112	.....	349	9,832
1857	3,836	7,811	4,400	9,616	18,125	174	.....	21	12,045
1858	508,537	730	10,375	3,265	17,541	182	.....	.....	3,745

Total amount received at Wilmington and Weldon.

1854	499,812 ¹	15,973	7,088	270	113,888	31,712	13,469	6,934	1,196
1855	527,426	25,807	13,575	4,991	100,244	34,713	18,721	8,798	3,052
1856	527,578	31,918	12,935	15,084	73,430	30,531	19,905	11,028	67,510
1857	372,882	9,856	12,954	20,248	87,676	28,277	12,875	4,491	71,611
1858	630,347	12,585	15,766	14,129	93,449	29,068	19,721	2,173	84,741

Monthly Statement of same received at Wilmington from 1st Oct. '57 to 30th Sept. 1858.

Oct..	1,830	.....	328	813	11,220	1,197	417	23	1,300
Nov..	3,960	432	677	843	4,760	2,186	1,037	32	2,868
Dec..	1,450	1,366	686	702	3,877	2,646	2,015	.....	8,202
Jan..	11,650	342	922	727	4,079	2,524	164	107	1,823
Feb..	8,970	1,688	2,034	664	4,427	1,943	1,769	81	4,892
Mar..	20,290	.....	1,890	872	7,440	2,073	3,468	539	3,370
April.	41,370	22	384	1,458	8,147	1,737	563	1,047	4,268
May..	18,090	1,190	948	1,343	7,271	2,556	1,012	123	2,378
June..	7,720	76	202	1,024	5,922	3,009	2,495	57	14
July..	3,980	790	83	1,026	6,536	2,539	1,534	3	5,024
Aug..	13,460	2,488	9	621	4,280	3,135	3,400	7	36,915
Sept..	9,040	3,423	520	707	8,139	3,332	1,838	154	9,496
	141,810	11,817	8,683	10,800	76,098	28,877	19,712	2,173	80,550

Monthly Statement of same received at Weldon from 1st Oct. '57 to 30th Sept. 1858.

Oct..	34,670	38	519	284	1,143	9	.....	.....	654
Nov..	16,800	8	963	363	1,010	11	9	.....	656
Dec..	14,400	30	278	714	322	36	.....	.....	58
Jan..	44,000	.....	1,451	549	445	2	.....	.....	86
Feb..	26,600	54	1,469	281	2,378	2	.....	.....	48
March	45,600	12	962	202	1,414	13	.....	.....	623
April.	37,600	.....	309	147	2,116	29	.....	.....	300
May..	45,200	12	347	255	723	9	.....	.....	72
June..	46,000	.....	59	237	1,302	28	.....	.....	.....
July..	45,900	.....	70	121	2,340	35	.....	.....	.....
Aug..	51,667	.....	45	17	2,277	.....	.....	.....	664
Sept..	80,100	614	591	159	1,881	17	.....	.....	1,030
	488,537	768	7,083	3,329	17,351	191	9	.....	4,191

REPORT OF THE AUDITING COMMITTEE.

To the Stockholders of the W. & W. R. R. Co.:

Gentlemen: We have made a thorough examination of the books and stock account of your Company for the past year, and beg to report that we found all the entries on the Treasurer's books correct, and accompanied by properly authenticated vouchers.

We found a few trifling errors in the footing of the *Way-Bills*, resulting in a difference of \$13, in favor of the Treasurer, which have been properly entered.

We are pleased to be able to report that the *Transportation Accounts* are well kept, and that we found but one, unimportant, error, which has been rectified.

The following statements will show the result of the Company's business for the past year:

RECEIPTS.

Amount received for through travel,.....	\$136,857 61
" " " way " 	96,529 75
" " " freight,.....	157,832 47
Transportation of mails, rents, &c.,.....	53,055 62
	<hr/>
	\$444,275 45

EXPENDITURES.

Cost of Transportation, including Repairs of Locomotives, Coaches and Cars, and Depot Expenses.....	\$160,729 45
Railroad repairs, including subsistence and clothing, pay of officers and office expenses,.....	87,788 92
Interest and Exchange,.....	61,178 13—\$309,696 50
	<hr/>
	\$134,578 95

LIABILITIES OF THE COMPANY ON THE 1ST OCTOBER, 1858.

Old Bonds, payable in England, at 5 per cent.....	\$222,666 67
Bonds endorsed by the State of North Carolina at 6 per cent.....	250,000 00
New Bonds, payable in England.....	443,555 56
Bills payable,.....	33,141 30
Due on Pay-Rolls,.....	7,654 51
" " Negro Bonds, 1844 to 1858, inclusive,.....	40,644 98
" " Dividends, Nos. 1 to 13 " 	6,827 00
Balance due on 30 shares stock, surrendered to be rode out,.....	224 04
Due to sundry individuals and Corporations.....	16,456 64
	<hr/>
	\$1,021,170 70

CONDITION OF THE COMPANY ON THE 1ST. OCTOBER, 1858.

Liabilities of the Company,.....	\$1,021,170 70
Capital Stock paid in,.....	1,340,213 21
Balance of profits from commencement of operations to present time, after paying interest on debt,.....	808,250 99
	\$3,169,634 90
Cost of Construction, Real Estate and re-construction,.....	\$2,776,403 89
29 shares Company's stock purchased, and balance due on forfeited stock,.....	3,850 00
Wilmington and Manchester Rail Road stock,.....	100,000 00
Washington and New Orleans Telegraph stock,.....	3,150 00
Bills Receivable,.....	8,495 75
Cost of Ferry Boat, Warehouses, and Passenger Sheds at Weldon and Wilmington, property at Goldsboro', and Bridges over Smith's Creek and N. E. River,.....	78,205 89
Due from Agents,.....	5,224 62
Due from Post Office Department for mail service,.....	12,150 00
Counterfeit and uncurrent money taken,.....	908 54
Cash in London to pay interest,.....	13,161 32
Cash in Bank Cape Fear to be invested in N. C. Bonds,.....	1,609 79
Cash in Bank Cape Fear at Raleigh to pay interest,.....	420 05
Cost of 13 negro slaves,.....	15,000 00
Cash in hands of Treasurer,.....	36,175 74
Bonds of State of North Carolina, par value \$104,000,.....	98,962 57
Due from Companies and Individuals,.....	15,916 74—\$3,169,634 90

All of which is very respectfully submitted.

H. BAKER, Committee.
D. MACRAE, }

Wilmington, N. C., 10th Nov. 1858.

Return of Machinery, Tools and Stock on hand in the Machine Shops of the W. & W. R. R. Co., Sept. 30th, 1858:

No.	ARTICLES.	Purchased in the year.	Value Sept. 30, 1857.	Present Value.
FINISHING SHOP.				
1	New Stationary Engine,.....	\$1,600 00		\$1,600 00
	And Boiler built in Company's Shops,.....	1,600 00		1,600 00
1	Old Stationary Engine and Boiler for sale,.....		\$600 00	500 00
1	14 feet Lathe,.....		400 00	400 00
1	12 " "		600 00	600 00
1	8 " " geared,.....		300 00	300 00
1	5 " ".....	50 00		50 00
1	Large Engine Lathe, geared,.....		2,300 00	2,300 00
1	14 feet " " "		600 00	600 00
1	10 " " ".....		500 00	500 00
5	Planing Machines,.....		1,500 00	1,600 00
2	Bolt Cutters,.....			
37	Prs. Dies to Bolt Cutters,.....			
94	Taps " ".....	50 00	120 00	170 00
8	Holders ".....			
8	Nut Blocks ".....			
1	Drill Press,.....			
11	" for ".....		420 00	420 00
1	New Drill Press,.....			
31	Drills for ".....		150 00	150 00
3	Drill Sockets,.....			
1	Wheel Press,.....		360 00	360 00
3	Grindstones,.....	50 00		50 00
13	Vises,.....		260 00	260 00
12	Screw Wrenches,.....		24 00	24 00
7	Hammers,.....		7 00	7 00
8	Oil Cans,.....		2 00	2 00
21	Flat Chisels,.....		10 50	10 50
29	Cape ".....		14 50	14 50
11	Scribers,.....		3 75	3 75
8	Centre Punches,.....		2 00	2 00
3	Wratchet Braces,.....		24 00	24 00
13	Drills for ".....			
1	Clamp Wratchet,.....		50 00	50 00
17	Drills to ".....			
3	Die Stocks,.....		50 00	50 00
17	Prs. Dies to Stocks,.....			
3	" " " small Stocks,.....			
69	Taps for Shop,.....			
6	Tap Wrenches,.....			
2	Screw Plates,.....		3 00	3 00
5	Hand Hole Taps,.....		5 00	5 00
35	Reamers,.....		50 00	50 00
10	Numbers,.....		10 00	10 00
38	Letters,.....			
2	Sledges,.....		3 00	3 00
FOUNDRY.				
1	Large Cupola,.....		100 00	100 00
1	Small ".....		25 00	25 00
1	Brass Furnace,.....		40 00	40 00
3	Shovels,.....		3 00	3 00
3	Brushes,.....		1 50	1 50
6	Riddles, (good order,).....		6 00	6 00
3	" (bad ").....		1 50	1 50
6	Rammers,.....		6 00	6 00
4	Ladles,.....		8 00	8 00
1	Hammer,.....		1 00	1 00
1	Core Bench,.....		2 00	2 00
1	" Oven,.....		25 00	25 00
<i>Carried forward,</i>		\$3,350 00	\$8,587 75	\$11,937 75

RETURN—CONTINUED.

No. :	ARTICLES.	Purchased in the year.	Value Sept. 30th, 1857.	Present Value.
	<i>Brought forward,</i>	\$3,350 00	\$8,587 75	\$11,937 75
1	Core Mill.....		10 00	10 00
1	Wheel Barrow.....		2 50	2 50
2	Prs. Tongs.....		2 00	2 00
1	Crucible.....		2 00	2 00
1	Pr. Ballances.....		2 00	2 00
1	Crane, Fall and Tackle.....		80 00	80 00
1	Ladder.....		50	50
2	Cupboards.....	2 00	5 00	7 00
2	Slings.....		1 50	1 50
65	Good Flasks.....		3 75	3 75
3	Skimmers.....		1 50	1 50
	BLACKSMITH SHOP.			
1	Fan.....		100 00	100 00
3	Cast Iron Forges.....	40 00		120 00
2	No. 1 Anvils.....		20 00	20 00
5	Common ".....		50 00	50 00
12	Sledge Hammers.....	2 00	10 00	12 00
7	Hand ".....		7 00	7 00
50	Prs. Tongs.....		75 00	75 00
45	Swages, $\frac{1}{2}$ in. to 6 in.....		50 00	50 00
30	Fullers and Flatters.....		50 00	50 00
23	Casteel Chisels.....		23 00	23 00
18	" Mandrels.....		12 00	12 00
26	Heading Tools, $\frac{1}{4}$ to 2 in.....		26 00	26 00
1	Trip Hammer.....	375 00		375 00
	RAILMENDING SHOP.			
2	Cast Iron Furnaces.....	360 00	360 00	720 00
2	Swage Blocks.....			
5	Casteel Chisels.....		5 00	5 00
20	Swages.....		25 00	25 00
4	Sledge Hammers.....		6 00	6 00
	COPPERSMITH SHOP.			
1	Large Bellows.....		10 00	10 00
1	Forge.....		10 00	10 00
4	Ladies.....		75	1 00
6	Mandrels.....	1 50		1 50
1	Pr. Soldering Irons.....		1 00	1 00
1	Solder Mould.....		50	50
5	Prs. Roofing Tongs.....	5 00		5 00
5	" Gas ".....	5 00		5 00
22	Stakes.....	30 00	10 00	40 00
4	Prs. Shears.....		5 00	5 00
1	Screw Wrench.....		1 00	1 00
1	Hammer.....		1 00	1 00
1	Saw.....	1 00		1 00
3	Mallets.....	60		60
6	Cold Chisels.....	3 00		3 00
4	Files.....	1 50	50	2 00
2	Rasps.....	1 00		1 00
1	Scraper.....		10	
3	Corking Tools.....	75		75
2	Grooving Machines.....	10 00	10 00	20 00
2	Beading ".....	15 00	15 00	30 00
2	Folding ".....	18 00	18 00	36 00
1	Rolling ".....	20 00		20 00
2	Setting down ".....	9 00	10 00	19 00
2	Small Burr ".....	10 00		10 00
1	Thin Edge, ".....	2 50		2 50
2	Thick ".....	2 50	2 50	5 00
1	Wiring ".....	2 50		2 50
1	Gutting ".....	1 50		1 50
	<i>Carried forward,</i>	\$4,269 45	\$9,612 75	\$13,962 45

RETURN—CONTINUED.

No.	ARTICLES.	Purchased in the year.	Value Sept. 30, 1857.	Present Value.
	<i>Brought forward,</i> COPPERSMITH SHOP—(Continued.)	\$4,269 45	\$9,612 75	\$13,962 45
1	Swaging Machine,.....	5 00	.....	5 00
2	Double Seamers for Roofing,.....	10 00	10 00	20 00
1	Former,.....	2 50	.....	2 50
1	Pr. Hand Bellows,.....	1 00	.....	1 00
	BOILER SHOP.			
1	Pr. Boiler Maker's Shears,.....	.....	50 00	50 00
2	Punching Machines,.....	10 00	50 00	60 00
1	Screw Punch,.....	.....	5 00	5 00
3	Prs. Bellows,.....	25 00	.....	25 00
2	Anvils,.....	.....	20 00	20 00
1	Pr. Clamps,.....	5 00	.....	5 00
1	" Rollers,.....	.....	15 00	15 00
3	Sets Corking Tools,.....	1 20	1 80	3 00
3	Riveting Hammers,.....	.....	3 00	3 00
3	Forge "	.....	3 00	3 00
5	Chipping "	.....	5 00	5 00
2	Screw Wrenches,.....	.....	2 00	2 00
4	Reamers,.....	.....	2 00	2 00
3	Sledge Hammers,.....	.....	4 50	4 50
1	Rivet Machine,.....	.....	6 00	6 00
36	Prs. Tongs,.....	.....	18 00	18 00
4	Cold Chisels,.....	.....	2 00	2 00
4	Blacksmith Punches,.....	.....	2 00	2 00
3	Flatters,.....	.....	3 00	3 00
6	Swages,.....	.....	6 00	6 00
	CAR SHOP.			
1	Stationary Engine,.....	600 00	600 00	
1	Tenon Machine,.....	90 00	90 00	
1	Dubbing "	450 00	450 00	
1	Circular Saw,.....	30 00	30 00	
1	Gig "	25 00	25 00	
	PAINT SHOP.			
8	Paint Brushes,.....	.....	9 60	
4	" "	.....	3 00	
2	Varnish "	.....	1 20	
2	" Tools,.....	.....	1 00	1 00
1	Hammer,.....	.....	50	50
3	Oil Varnish Brushes,.....	.....	1 50	1 50
40	Paint Pots,.....	.....	4 80	4 80
2	" Mills,.....	.....	12 00	8 00
2	" Stones,.....	.....	12 00	12 00
3	Putty Knives,.....	.....	37	37
1	Large Iron Pot,.....	.....	1 50	1 50
6	30 Gallon Tin Cans,.....	.....	30 00	30 00
5	5 " " "	1 00	4 00	5 00
13	1 " " " .....	.....	4 50	4 50
6	Water Buckets,.....	.....	1 50	1 50
	Total,.....	\$4,336 15	\$11,083 72	\$15,509 92

RETURN—CONTINUED.

Materials on hand for Machine, Boiler, Blacksmith, Coppersmith Shops and Foundry.

No. .	ARTICLES.	Purchased in the year.	Value Sept. 30th, 1857.	Present Value.
FINISHING SHOP.				
405,000	Lbs. Assorted Iron,.....	.....	1,000 00	2,025 00
11,000	“ New Tires,.....	1,000 00	.....	1,000 00
200	“ Block Tin,.....	40 00	.....	40 00
50	“ Antimony,.....	40 00	.....	40 00
20,000	“ New Castings,.....	800 00	.....	800 00
600	“ “ Brass,.....	240 00	.....	240 00
5½	Bales Packing Yarn,.....	33 00	.....	33 00
COPPER SHOP.				
5	Lbs. Solder,.....	1 25	.....	1 25
100	“ Copper,.....	25 00	.....	25 00
2	Sheets No. 1 Copper,.....	10 00	.....	10 00
25	Lbs. Lead,.....	2 50	.....	2 50
BLACKSMITH SHOP.				
500	Bushels Bituminous Coal,.....	100 00	.....	100 00
1	Ton Red Ash “	5 00	.....	5 00
2,500	Lbs. Iron,.....	75 00	.....	75 00
BOILER SHOP.				
4	Plates No. 3 Iron,.....	.....	.....	.....
8	“ 7 “ .....	.....	350 00	350 00
17	“ 10 “ .....	.....	.....	.....
17	“ 16 “ .....	.....	.....	.....
CAR SHOP.				
6,000	Feet Oak Lumber,.....	1,200 00	.....	1,200 00
5,000	“ Poplar “ refused,.....	900 00	.....	900 00
6,000	“ White Pine “	3,000 00	.....	3,000 00
5,000	“ Yellow “	800 00	.....	800 00
13,000	“ Ash “	2,600 00	.....	2,600 00
150	“ White Pine,.....	75 00	.....	75 00
3	Papers Brads,.....	18	.....	18
2	Side Belt Lacing,.....	75	.....	75
1	Quart Alcohol,.....	10	.....	10
1	Side Sole Leather,.....	5 13	.....	5 13
PAINT SHOP.				
10	Gallons Linseed Oil,.....	7 00	.....	7 00
50	“ White Lead, in oil,.....	4 00	.....	4 00
236	Lbs. Dry “	232 40	.....	232 40
42	“ Chrome Green,.....	8 40	.....	8 40
53	“ India Red,.....	32 86	.....	32 86
22	“ Burnt Seanie,.....	8 25	.....	8 25
20	“ Rotten Stone,.....	1 20	.....	1 20
28	“ Rose Pink,.....	14 00	.....	14 00
17	“ Chrome Yellow,.....	3 00	.....	3 00
19	“ Chinese Blue,.....	21 28	.....	21 28
23½	“ Vermillion Red,.....	6 00	.....	6 00
1½	“ Brandon Yellow,.....	6	.....	6
1	“ Lampblack,.....	20	.....	20
1	“ Whiting,.....	5	.....	5
20	“ Pumice Stone, (Pul.),.....	.....	.....	.....
3½	“ Sugar of Lead,.....	40	.....	40
30	“ Black “	2 40	.....	2 40
2	“ Gum Shellac,.....	75	.....	75
10	Packages Dutch Metal,.....	5 00	.....	5 00
15	Books Gold Leaf,.....	90 00	.....	90 00
40	Galls. No. 1 Coach Varnish,.....	120 00	.....	120 00
17	“ No. 2 “	34 00	.....	34 00
32	“ Furniture “	96 00	.....	96 00
7	“ Japan “	7 00	.....	7 00
8	“ Imperial “	16 00	.....	16 00
		\$12,013 16	\$1,000 00	\$14,028 16

REPORT—CONCLUDED.
RECAPITULATION.

Total value of Tools in 1858,.....	\$15,509 92
“ “ “ “ 1857,.....	11,605 22
Increased value during the year,.....	\$3,904 70
Total value of materials on hand 30th Sep., 1858,.....	\$14,028 16
“ “ “ “ “ “ 1857,.....	16,411 30

RETURN OF COACHES AND CARS

On the Wilmington and Weldon Rail Road, Sept. 30th, 1858.

9 Coaches in excellent order,.....	\$17,600 00
2 “ “ fair “	3,000 00
2 in Shops undergoing repairs,.....	3,600 00
5 Conductors Cars,.....	3,000 00
7 Second Class Cars,.....	6,900 00
3 Beggage and Mail Cars,.....	3,000 00
4 Baggage Cars,.....	2,200 00
50 Box Freight Cars in good order,.....	30,000 00
70 Flat Cars,.....	20,000 00
20 Gravel Cars in good order,.....	6,500 00
5 Old Cars,.....	250 00
Total value of Coaches and Cars,.....	\$96,050 00

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